

BookletChart™

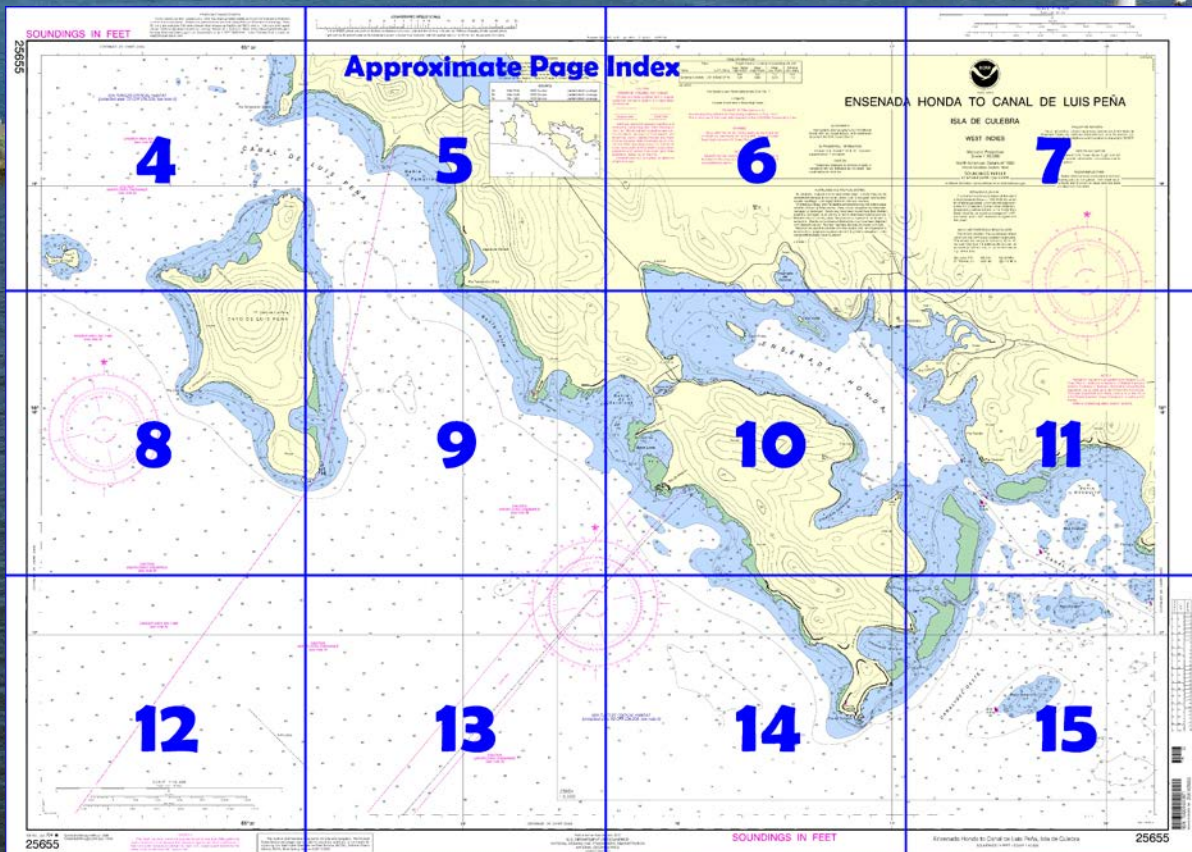
Ensenada Honda to Canal de Luis Peña NOAA Chart 25655



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=25655>.



(Selected Excerpts from Coast Pilot)

The 5.5-mile-long **SW Coast** of Isla de Culebra from Punta del Soldado to Punta Noroeste is indented by small coves and reefs, but the dangers are within 0.4 mile of the shore. The coves between Punta Melones and Punta Tamarindo Grande are sheltered by Cayo de Luis Pena.

Punta del Soldado, the S point of Isla de Culebra, is wooded and terminates in a rocky bluff. A light is on the W side of the point.

Bahia de Sardinias. 1.5 miles NW of Punta del Soldado, is the harbor for the towns of Culebra and Clark Village. The boat and ferry landing

at **Playa de Sardinias** has a depth of 8 feet at the end. Fishing boats use the harbor.

Culebra, locally known as **Dewey**, and **Clark Village**, both located on the neck of land between Bahia de Sardinias and the head of Ensenada Honda, are the only towns on Isla de Culebra. A local person is designated to handle insular immigration and customs traffic. Available supplies include gasoline in drums and groceries. Telephone and telegraph communications are available. A ferry service for both passengers and cargo operates between Isla de Culebra, Isla de Vieques, and the town of Fajardo; commercial air transport is available to Puerto Rico.

Punta Melones, the NW point of Bahia de Sardinias, is low and narrow, terminating in a small pinnacle rock.

Punta Tamarindo Grande, 1.7 miles NW of Punta Melones, consists of a 75-foot hill with reddish bluffs at the end and a low neck behind it. Two low detached rocks are off its end.

Cayo de Luis Pena and the chain of islands and reefs to the NW have been described previously in this chapter.

Canal de Luis Pena, between the N end of Cayo de Luis Pena and Isla de Culebra, is a 0.3-mile-wide passage with depths of 21 to 65 feet. Strong currents and baffling winds render the passage hazardous for sailing vessels.

Anchorage.—Good anchorage with ordinary trade winds can be found between Cayo de Luis Pena and Isla de Culebra in depths of 30 to 79 feet. The rocky patch with depths of 42 to 53 feet, 0.6 mile W of Punta Melones, should be avoided in anchoring. A comfortable anchorage for small vessels in depths of 20 to 30 feet is in the entrance to **Bahia Tamarindo**, a mile NW of Punta Melones. A fair anchorage in depths of 40 to 55 feet is about 0.3 mile off the NW side of Cayo de Luis Pena.

Currents.—In Canal de Luis Pena the SE current is deflected N of **Bahia Tarja**, just N of Punta Melones, and thence sets toward the S end of Cayo de Luis Pena; it is weak at the entrance to Bahia de Sardinias. The NW current sets directly through the passage. The current velocity is about 2 knots.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC New Orleans

Commander
8th CG District
New Orleans, LA

(504) 589-6225

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

25655

1
To find SPEED
right point on

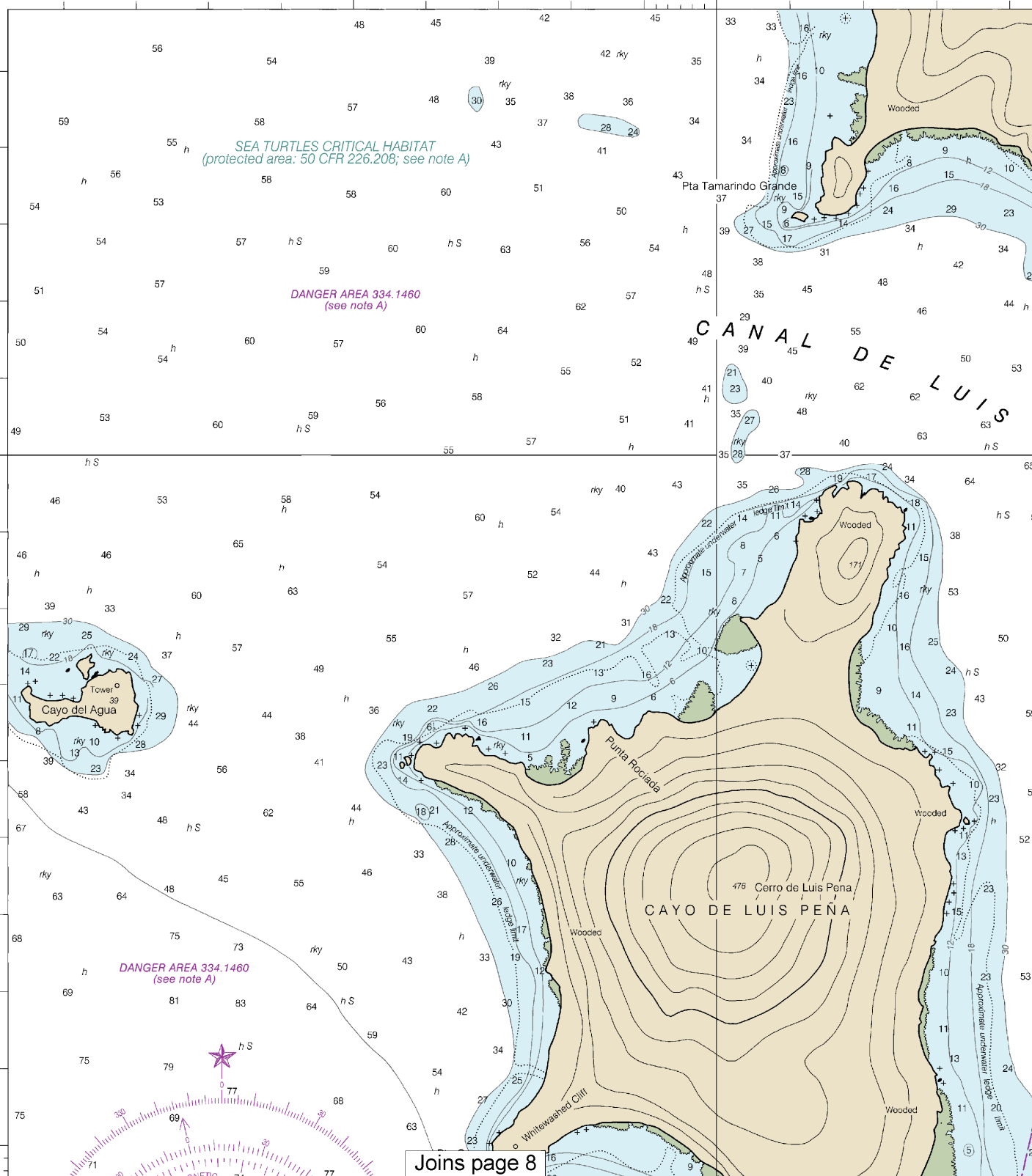
CONTINUED ON CHART 25650

65° 20'

SEA TURTLES CRITICAL HABITAT
(protected area: 50 CFR 226.208; see note A)

DANGER AREA 334.1460
(see note A)

CANAL DE LUIS



Joins page 8

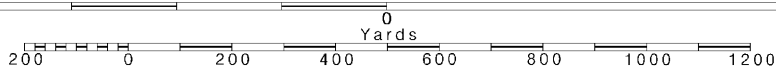
4

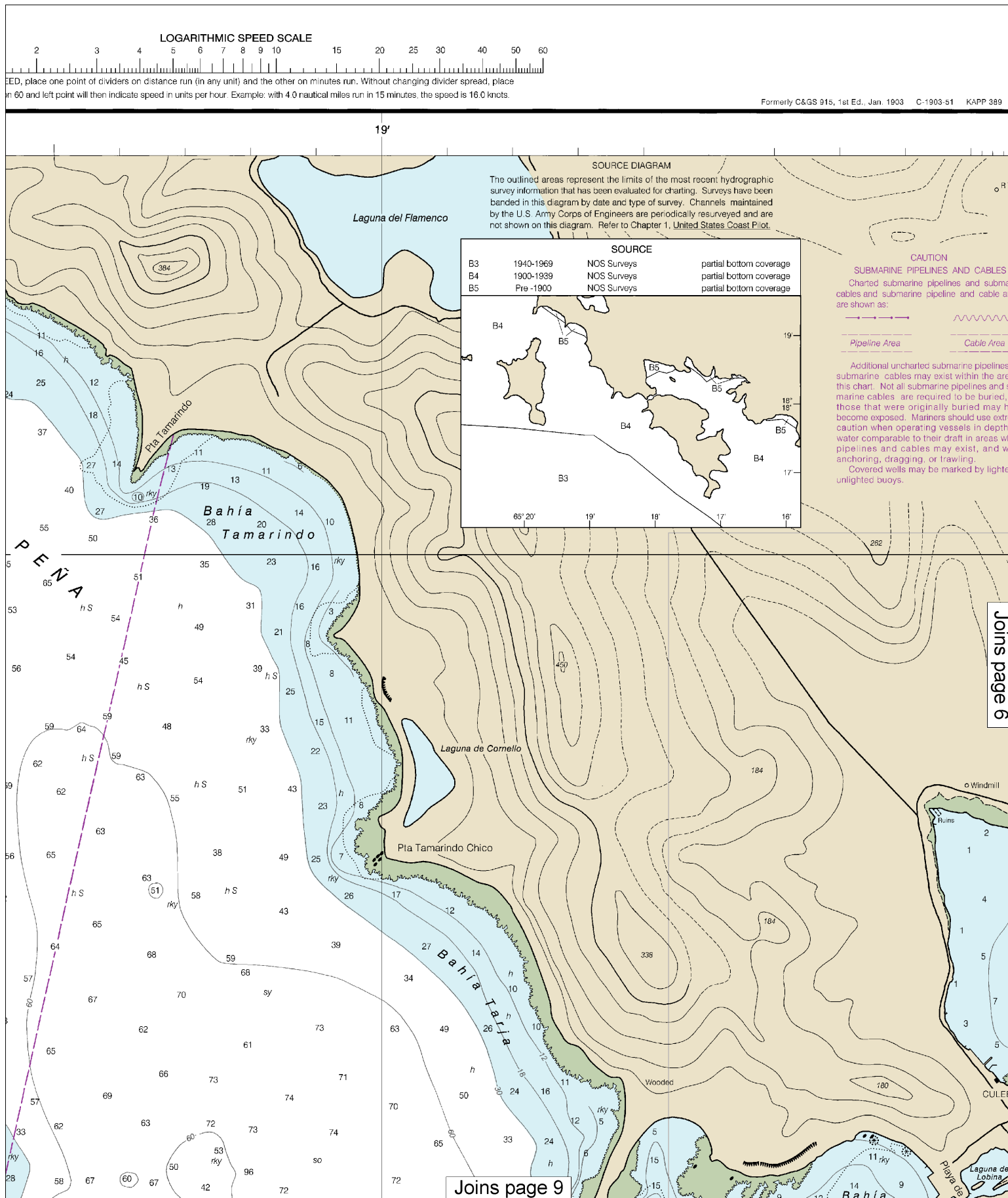
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.





This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:13333. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

18'

SOURCE DIAGRAM

the limits of the most recent hydrographic surveys have been evaluated for charting. Surveys have been made and type of survey. Channels maintained by engineers are periodically resurveyed and are referred to Chapter 1, United States Coast Pilot.

SOURCE

Surveys partial bottom coverage
Surveys partial bottom coverage
Surveys partial bottom coverage

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

TIDAL INFORMATION

Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Ensenada Honda (18°18' N/65°07' W)	feet 1.01	feet 0.83	feet 0.13	feet -1.0

(Jun 2003)

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water.

COLREGS, 80.738a (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION
UNEXPLODED ORDNANCE

Mariners are cautioned against anchoring, dredging, or trawling in this area due to the possible existence of unexploded ordnance.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 5 for important supplemental information.

CAUTION

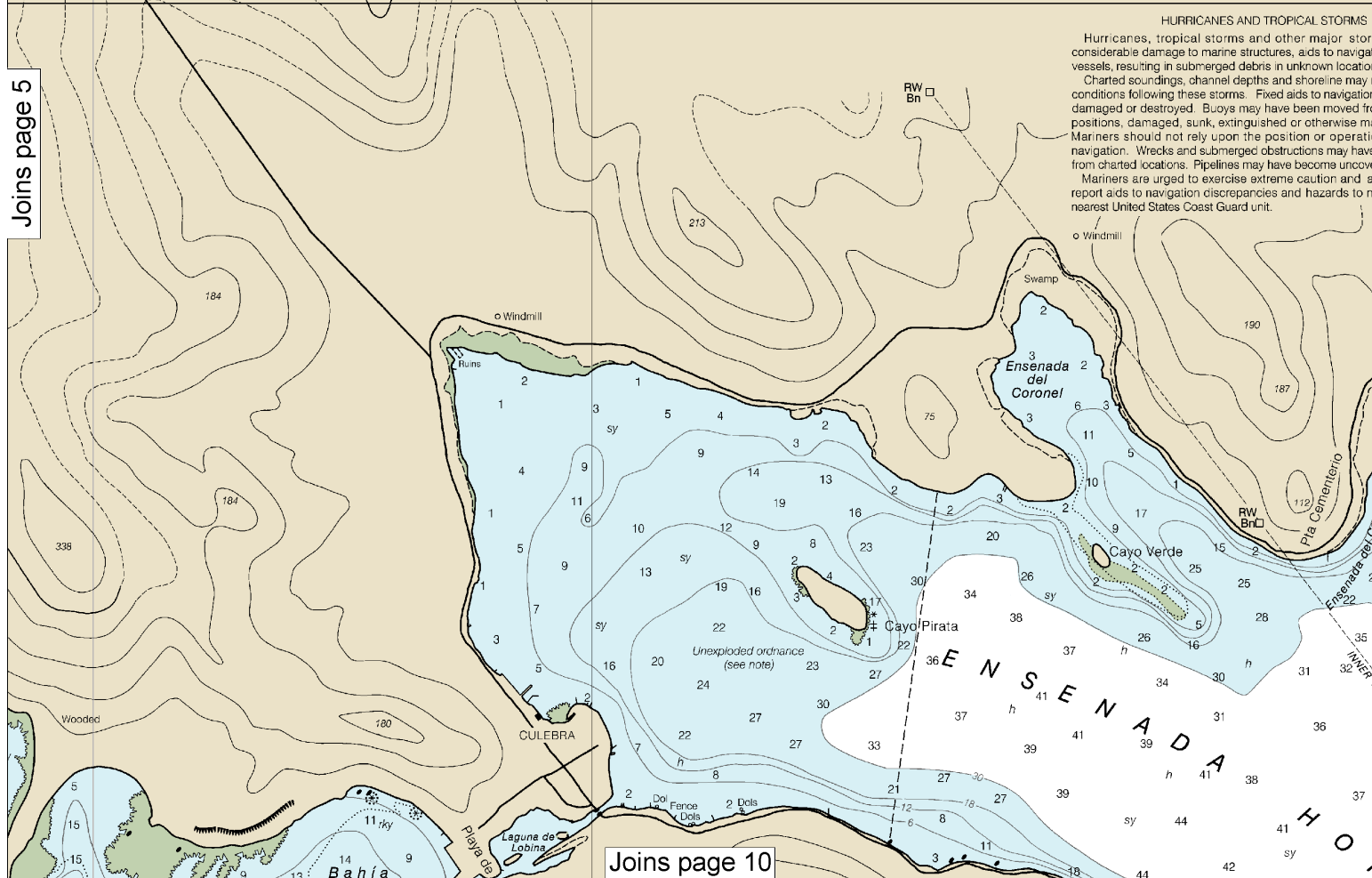
Temporary changes or defects in aid to navigation are not indicated on this chart. Local Notice to Mariners.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms can cause considerable damage to marine structures, aids to navigation, and vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may be in error following these storms. Fixed aids to navigation may be damaged or destroyed. Buoys may have been moved from positions, damaged, sunk, extinguished or otherwise mislocated. Mariners should not rely upon the position or operation of aids to navigation. Wrecks and submerged obstructions may have been uncovered. Pipelines may have become uncovered. Mariners are urged to exercise extreme caution and report aids to navigation discrepancies and hazards to the nearest United States Coast Guard unit.

Joins page 5



Joins page 10

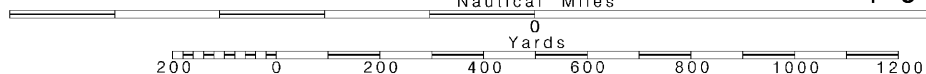
6

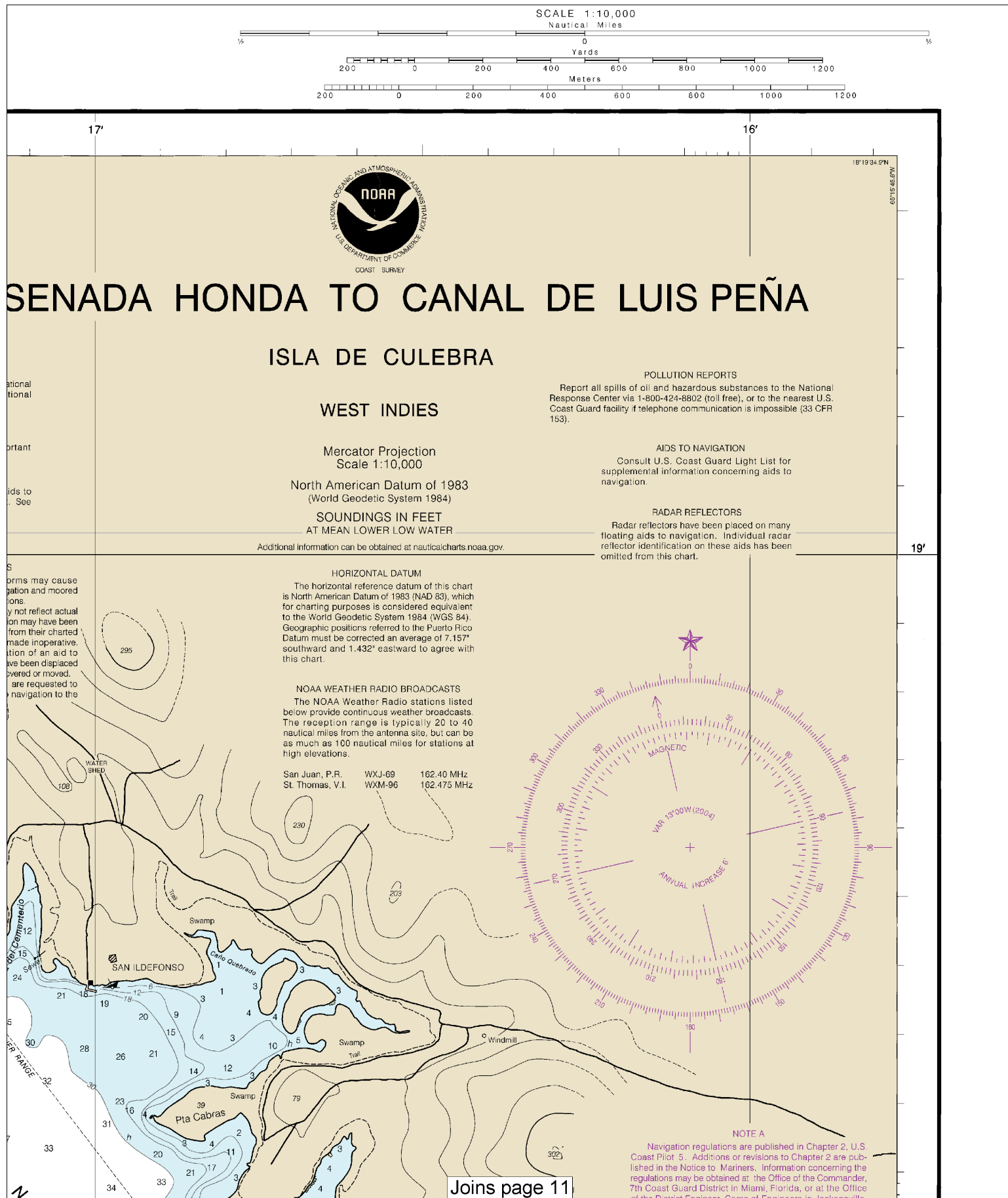
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

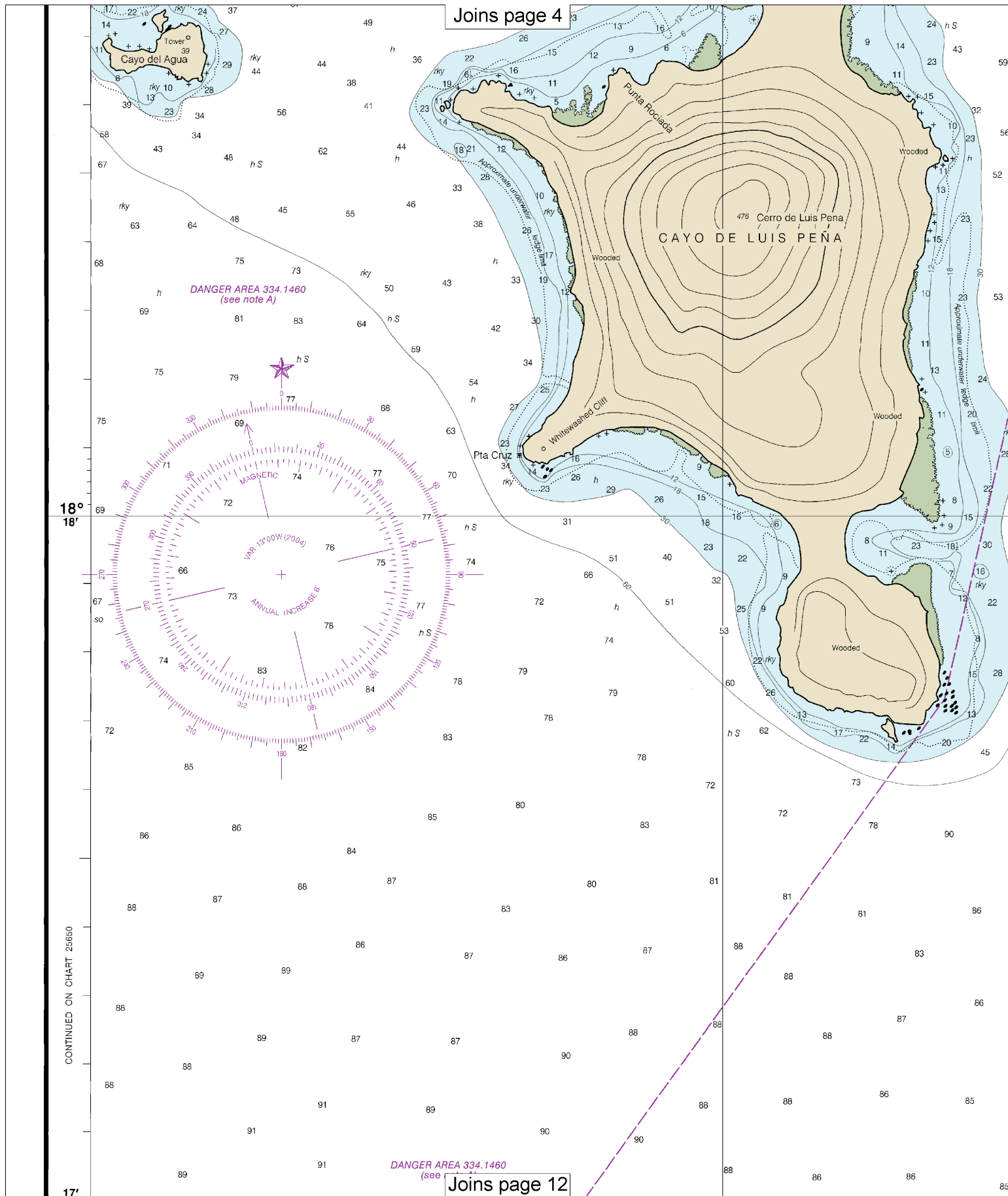
See Note on page 5.





Last Correction: 3/26/2013. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

Joins page 4



Printed at reduced scale.

SCALE 1:10,000
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

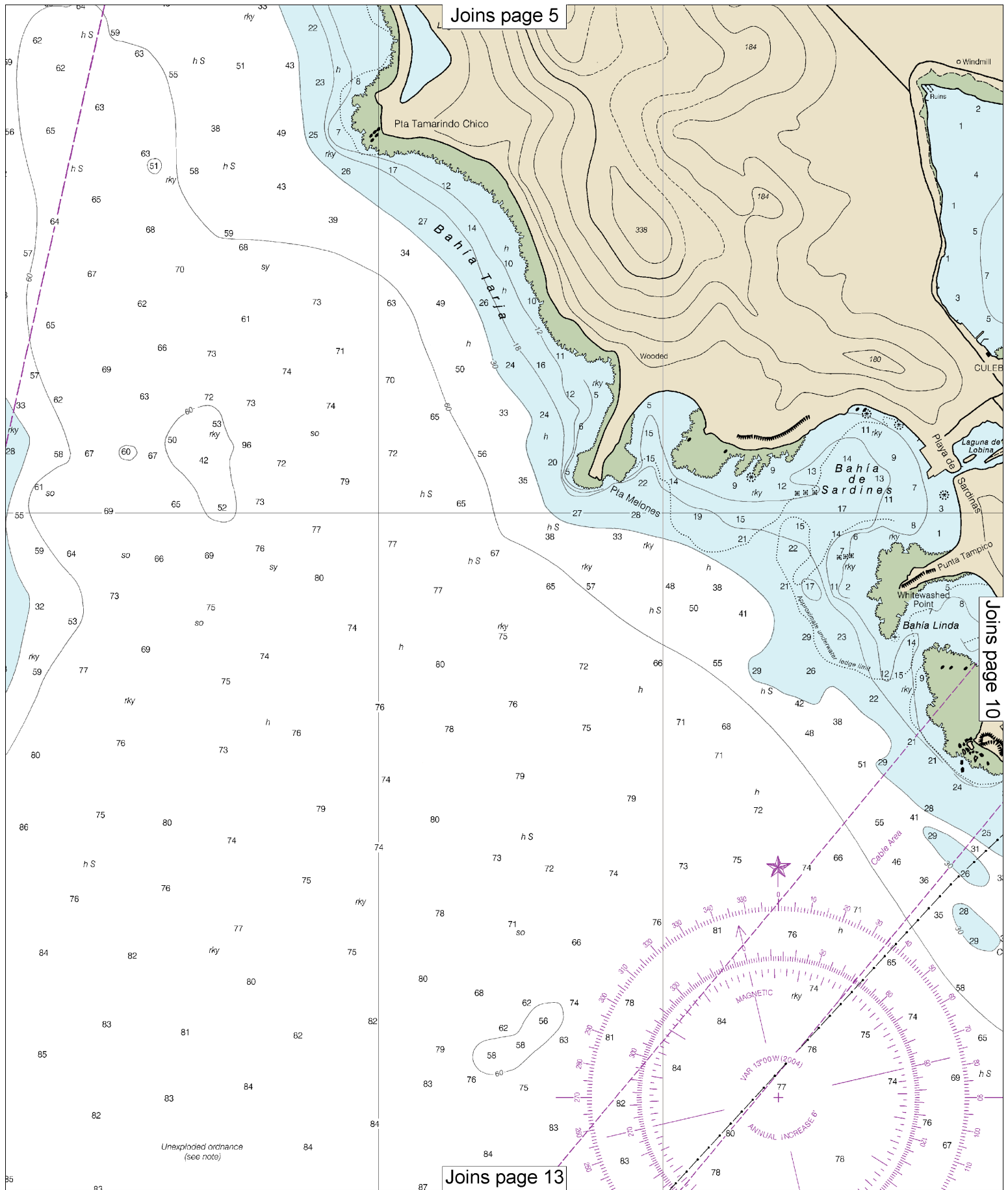
Printed at reduced scale. — SCALE 1:10,000 — See Note on page 1

Nautical Miles

0

Yards

200 0 200 400 600 800 1000 1200



Joins page 6

Joins page 9

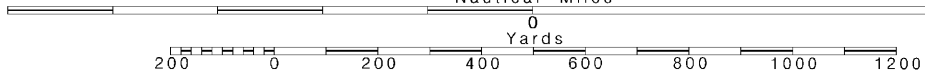
Joins page 14

Printed at reduced scale. — ~~SCALE 1:10,000~~
Nautical Miles

See Note on page 5.

10

Note: Chart grid lines are aligned with true north.



Joins page 7

ns page 7

MAGNETIC

VAR 13°00'W (2004)

ANNUAL INCREASE G

Windmill

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

$$\frac{18^\circ}{18'}$$

CONTINUED ON CHART 25653

17

Joins page 15

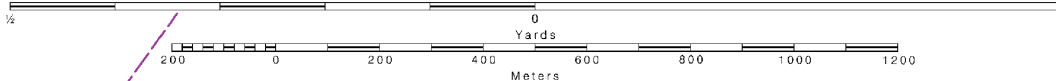
FATHOMS	FEET	METERS
1	6	
2	12	
3	18	

CONTINUED ON CHART 25650

17'

DANGER AREA 334.1460
(see note A)

SCALE 1:10,000
Nautical Miles



18°20'58.6"N

65°20'

12th Ed., Jul. /04

25655

Last Correction: 3/26/2013. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, additional information, or comments to the Chief, Marine Chart Division (N/CSD), U.S. Coast Guard, Silver Spring, Maryland 20910-3282.

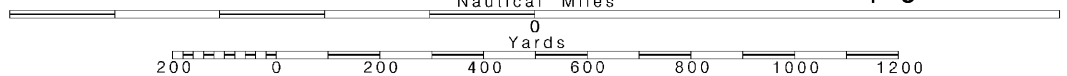
12

Note: Chart grid lines are aligned with true north.

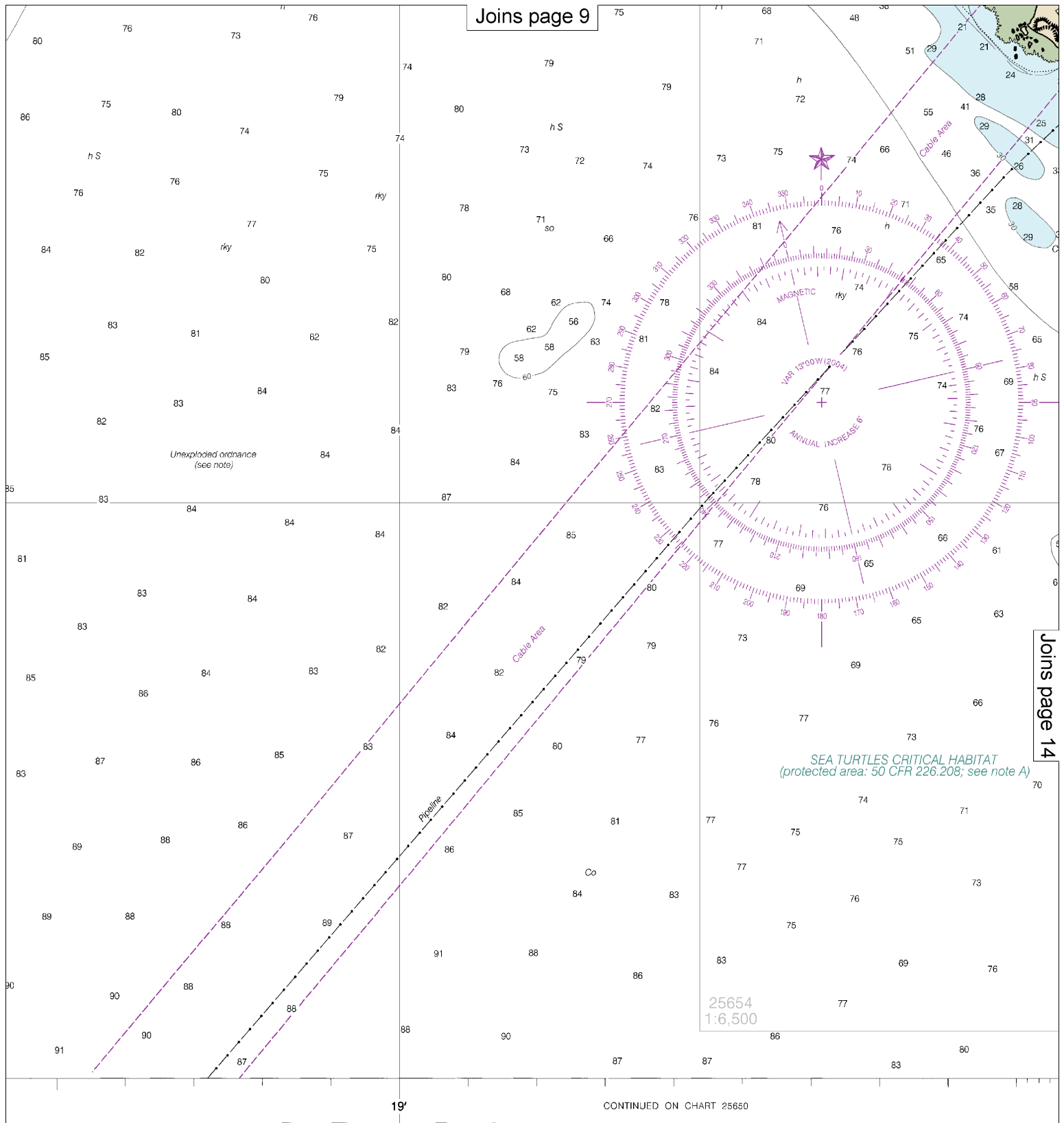
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.



Joins page 9



Navigation. The National
ions, or comments for
CS2); National Ocean

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY



Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

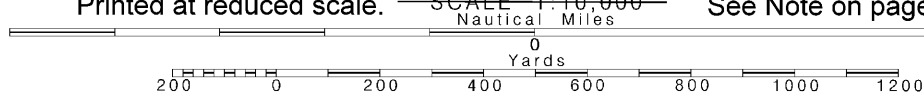
SOUNDINGS IN FEET

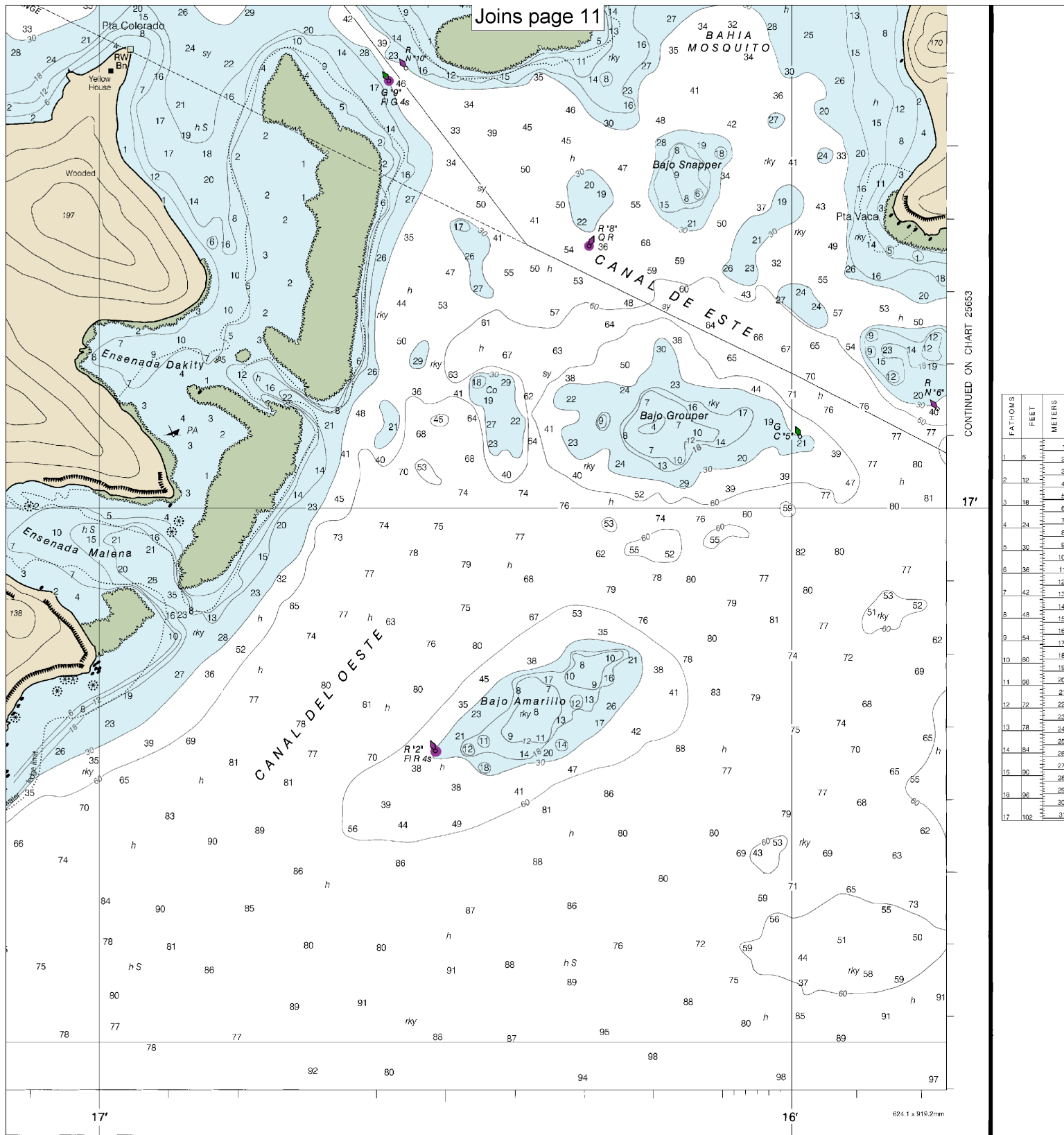
14

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale. — SCALE 1:10,000 —

See Note on page 5.





FATHOMS	FEET	METERS
1	6	1.1
2	12	2.2
3	18	3.3
4	24	4.4
5	30	5.5
6	36	6.6
7	42	7.7
8	48	8.8
9	54	9.9
10	60	11.0
11	66	12.1
12	72	13.2
13	78	14.3
14	84	15.4
15	90	16.5
16	96	17.6
17	102	18.7

Ensenada Honda to Canal de Luis Peña, Isla de Culebra
SOUNDINGS IN FEET - SCALE 1:10,000

25655



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	— http://www.nauticalcharts.noaa.gov
Interactive chart catalog	— http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	— http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	— http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	— http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	— http://tidesandcurrents.noaa.gov
Marine Forecasts	— http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	— http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	— http://www.nowcoast.noaa.gov/
National Weather Service	— http://www.weather.gov/
National Hurricane Center	— http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	— http://ptwc.weather.gov/
Contact Us	— http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.